Maryland Historical Trust

Maryland Inventory of Historic Properties number: B-4577

Name: ~~Mt.~~ & MOUNT STREET BRIDGE

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X___

Criteria: ___A ___B X C ___D Considerations: __A __B __C __D __E __F __G __None

Comments: WAS DETERMINED NOT ELIGIBLE DUE TO LOSS OF FABRIC & OTHER WORK IN 1993 & 1998

Reviewer, OPS: Anne E. Bruder Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze Date: 3 April 2001

MARYLAND INVENTORY OF HISTORIC BRIDGES **MHT No.** B-4577
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

SHA Bridge No. BC 8009 **Bridge name** Mount Street Bridge

LOCATION:
Street/Road name and number [facility carried] Mount Street over AMTRAK

City/town Baltimore **Vicinity** _____

County _____

This bridge projects over: Road _____ **Railway** X **Water** _____ **Land** _____

Ownership: State _____ **County** _____ **Municipal** X **Other** _____

HISTORIC STATUS:
Is the bridge located within a designated historic district? **Yes** X **No** _____
National Register-listed district _____ **National Register-determined-eligible district** X
Locally-designated district _____ **Other** _____
Name of district Sandtown-Winchester Historic District

BRIDGE TYPE:
Timber Bridge :
Beam Bridge _____ **Truss -Covered** _____ **Trestle** _____ **Timber-And-Concrete** _____

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable Bridge _____:
Swing _____ **Bascule Single Leaf** ____ **Bascule Multiple Leaf** ____
Vertical Lift _____ **Retractile** _____ **Pontoon** _____

Metal Girder X :
Rolled Girder _____ **Rolled Girder Concrete Encased** _____
Plate Girder X **Plate Girder Concrete Encased** _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete _____:
Concrete Arch _____ **Concrete Slab** _____ **Concrete Beam** _____ **Rigid Frame** _____
Other _____ **Type Name** _____

B-4577

DESCRIPTION:
Setting: Urban X **Small town** _____ **Rural** _____

Describe Setting:

Bridge Number BC 8009 carries Mount Street in a generally north-south direction over AMTRAK tracks in the City of Baltimore, Maryland. The approach to the roadway is level and has two lanes. The area around the bridge is urban and residential with apartments, a police station and a funeral home nearby. The structures in the vicinity of this bridge are generally from the twentieth century.

Describe Superstructure and Substructure:

Bridge Number BC 8009 is a single span structure, measuring 81 feet in total length. Bridge Number BC 8009 is a concrete encased steel plate girder and floorbeam system. There is one span in the main bridge unite and no approach units. The span is 75 feet long. There are fourteen stringers in the structure. The stringer spacing averages five feet. The floor system is composed of concrete cast in place with a bituminous surface. The joints are made of a steel sliding plates. There are two rectangular concrete parapets. There is horizontal column ornamentation on the exterior abutment walls. There are no historical plaques.

The substructure is composed of concrete full height abutments and concrete wingwalls. The condition of this bridge is currently rated fair with moderate section loss, deterioration, and spalling.

Discuss Major Alterations:

There are no major alterations in the State Highway Administration files for this structure. However, a visual examination of this bridge indicates that there were extensive repairs to the superstructure elements at some point in time. There has almost certainly been complete replacement of the deck and roadway since 1920.

HISTORY:

WHEN was the bridge built: 1920
This date is: Actual X **Estimated** _____
Source of date: Plaque _ **Design plans** _____ **County bridge files/inspection form** X
Other (specify): _____

WHY was the bridge built?

Increased traffic density necessitated a structure with an increased load capacity.

WHO was the designer?

State Roads Commission

WHO was the builder?

State Roads Commission

WHY was the bridge altered?

Unknown

Was this bridge built as part of an organized bridge-building campaign?

The bridge was built for a hazardous grade elimination program.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events _____ B- Person _____
C- Engineering/architectural character _____

This bridge was determined not eligible for the National Register by the Maryland Historical Trust, in a letter dated February 3, 1997, as the bridge no longer retains the requisite integrity to warrant inclusion in the National Register (see attached letter).

Was the bridge constructed in response to significant events in Maryland or local history?

No. World War One increased the rate of vehicular traffic throughout Maryland. This military traffic caused great damage to existing bridges, most of which were structurally designed for the automobile and truck traffic. The Federal-Aid Road Act of July 16, 1916 provided matching funds to help alleviate the problem.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No. Bridge BC 8009 did not have a significant impact on the Sandtown area. This structure was built to satisfy local needs, but its function could be met through other transportation options. Bridge BC 8009 certainly had an impact on the immediate concerns of locals, other options keep this impact from being significant.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

Yes. Bridge BC 8009 is located within the Sandtown-Winchester Historic District, which has been determined by the Maryland Historical Trust (MHT) to be eligible for the National Register. However, according to correspondence from MHT dated February 3, 1997 (see attached), the bridge "does not appear to be an integral component of a cohesive area".

Is the bridge a significant example of its type?

No. Bridge BC 8009 is an example of a common bridge construction type. Steel girder bridges were built prolifically across Maryland from the late-nineteenth century to the present day. There is often little variation in these bridges. While Bridge BC 8009 exhibited unique ornamentation and detailing in concrete, it no longer retains sufficient integrity of these elements to be a significant example.

Does the bridge retain integrity of important elements described in Context Addendum?

No. Bridge Number BC 8009 does not retain important elements of its historical structural integrity. The primary character defining elements are the original concrete encased plate girders and concrete abutments. The applied ornamentation is also original and unusual. However, these features have been interrupted with the addition of large concrete parapets with painted murals, which detract from the historic design of the bridge.

Should the bridge be given further study before an evaluation of its significance is made?

No further study of this bridge is required to evaluate its significance.

BIBLIOGRAPHY:

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1917-24 Annual Report of the Highways Engineer. Baltimore, Maryland.

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1993 Bridge Inventory. Baltimore, Maryland.

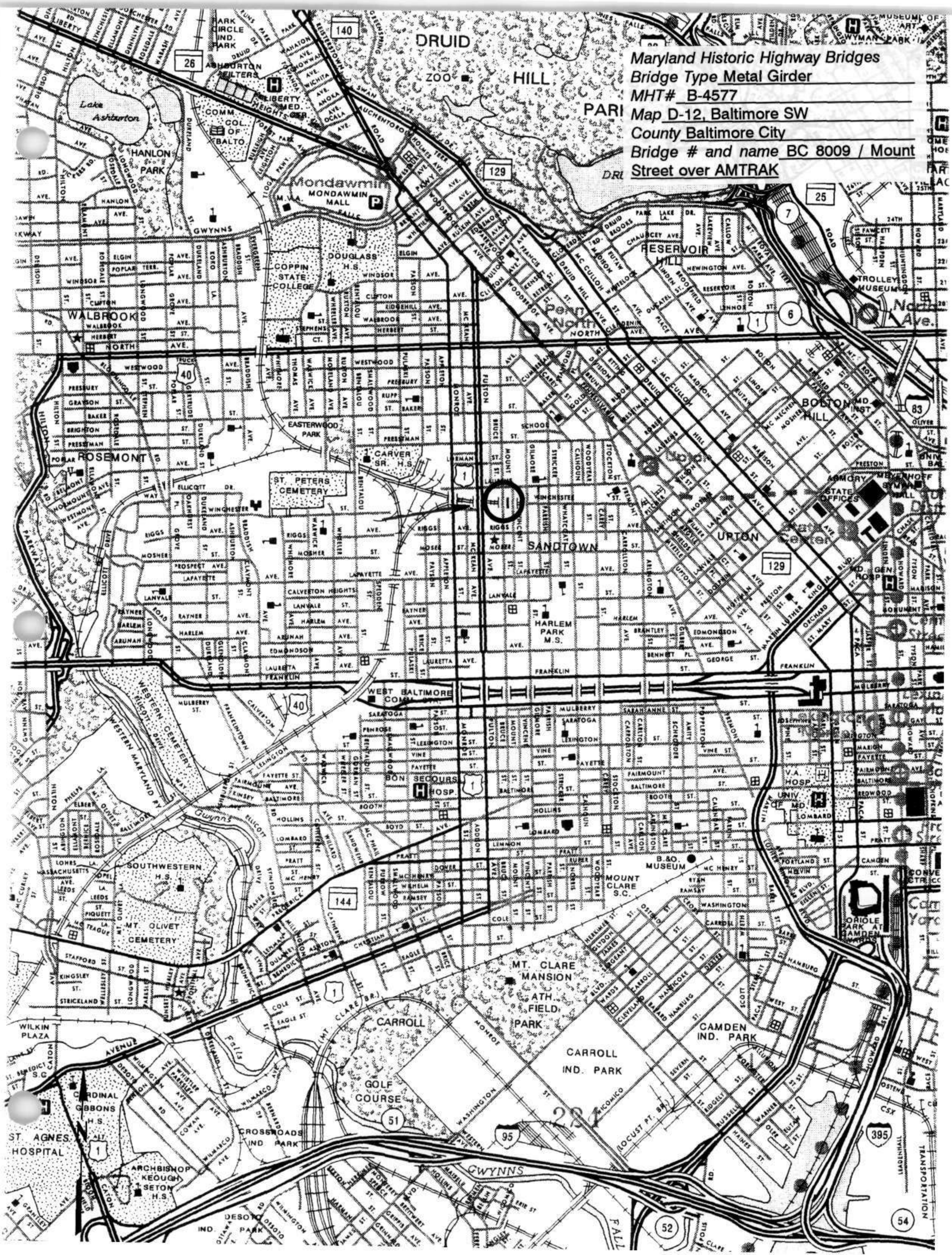
U.S. Department of the Interior
1990 National Register Bulletin Number 15. National Park Service. Washington, D.C.

U.S. Department of Transportation
1991 Bridge Inspectors Manual. Federal Highway Administration. Washington, D.C.

SURVEYOR:

Name: Andrew M. Watts **Date:** March 1996
Organization: State Highway Administration **Telephone:** (410) 321-2213
Address: 2323 West Joppa Road, Brooklandville, MD 21022
Revised by P.A.C. Spero & Company, April 1998

Maryland Historic Highway Bridges
Bridge Type Metal Girder
MHT# B-4577
Map D-12, Baltimore SW
County Baltimore City
Bridge # and name BC 8009 / Mount Street over AMTRAK


DRUID HILL PARK
ZOO
Lake Ashburton
HANLON PARK
Mondawmin
MONDAWMIN MALL
RESERVOIR HILL
TROLLEY MUSEUM
COPPIN STATE COLLEGE
DOUGLASS H.S.
WALBROOK
NORTH AVE.
BOLTON HILL
EASTERWOOD PARK
ROSEMONT
CARVER SR. H.S.
ST. PETERS CEMETERY
SANDTOWN
UPTON
STATE OFFICES
ARMORY
MEYERHOFF SYMPH. HALL
MD. GEN. HOSP.
HARLEM PARK M.S.
WEST BALTIMORE COMM. CTR.
WESTERN CEMETERY
BON SECOURS HOSP.
V.A. HOSP.
UNIV. OF MD.
SOUTHWESTERN H.S.
B.&O. MUSEUM
MOUNT CLARE S.C.
ORIOLE PARK AT CAMDEN YARDS
MT. OLIVET CEMETERY
MT. CLARE MANSION
ATH. FIELD PARK
CARROLL PARK
CARROLL IND. PARK
CAMDEN IND. PARK
GOLF COURSE
WILKIN PLAZA
CARDINAL GIBBONS H.S.
ST. AGNES HOSPITAL
CROSSROADS IND PARK
ARCHBISHOP KEOUGH SETON H.S.
GWYNNS FALLS
HILTON PARKWAY
WESTERN MARYLAND RY.
TRANSPORTATION
224

Inventory # B-4517

Name 8009 - MOUNT STREET OVER AMTRAK
County/State BALTIMORE CITY / MD
Name of Photographer TIM SCHOEN
Date 1/95

Location of Negative ~~SHA~~

Description SOUTH APPROACH

Number 1 of 4


WEIGHT
LIMIT

Inventory # B-4577

Name 8009-MOUNT STREET OVER AMTRAK
County/State BALTIMORE CITY/MD
Name of Photographer TIM SCHOEN
Date 1/95

Location of Negative SHA

Description NORTH APPROACH

Number 2 ~~18~~ of ~~36~~ 4

Inventory # B-4577

Name 8009-MOUNT STREET OVER AMTRAK
County/State BALTIMORE CITY/MD
Name of Photographer TIM SCHOEN
Date 1/95

Location of Negative SHA

Description WEST ELEVATION

Number 3 14 of 36 4

Inventory # B-4577

Name 8009 - MOUNT STREET OVER AMTRAK

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description EAST ELEVATION

Number 4 ~~20~~ of ~~30~~ 4

9700093

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Mount Street Bridge (BC8009) Survey Number: B-4577

Project: Replace Mount Street Bridge Agency: FHWA/Baltimore City

Site visit by MHT Staff: X no ___ yes Name _____ Date _____

Eligibility recommended _____ Eligibility **not** recommended X

Criteria: ___A ___B _X_C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on the information provided by Baltimore City, it appears that the Mount Street Bridge is not elgible for the National Register of Historic Places due to its lack of integrity. The concrete encased, metal girder bridge was constructed in 1914-1915 by the Pennsylvania Railroad. As constructed the bridge was relatively highly ornamented, with articulated abutments, paneled superstructure, decorative pierced concrete parapet, and decorative lamp standards. The most readily visible of the character defining elements of this bridge was the parapet. In the 1970s, large portions of the parapet were replaced with a tall, solid concrete wall. This wall has since been painted with a colorful mural. Thus the original, graceful, classical character of the bridge as designed has been significantly altered.

Although the bridge is located in the Sandtown-Winchester survey area, railroad creates a divide through the neighborhood and the areas immediately on either side of the bridge are not particularly strong or cohesive, consisting of modern buildings, parking areas and vacant lots. Thus, the bridge does not appear to be integral to the neighborhood or to serve as a link between separate but cohesive entities.

This determination reverses the preliminary finding of the statewide bridge review committee, which determined the bridge to be eligible on February 1, 1996, due to its unique ornamentation. The photographs available to the committee may have been less than complete.

Note - the inventory gives a construction date of 1920, while recent investigations more conclusively point to a construction date of 1914-1915.

Documentation on the property/district is presented in: Project File, Maryland Inventory Form B-4577

Prepared by: Andrew Watts, SHA

Elizabeth Hannold — Reviewer, Office of Preservation Services — January 31, 1997 — Date

NR program concurrence: X yes ___ no ___ not applicable

Peter B. Kintz — Reviewer, NR program — 2/3/97 — Date

jmg

Survey No. B-4577

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

____	Eastern Shore	(all Eastern Shore counties, and Cecil)
____	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
X	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
____	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

____	Paleo-Indian	10000-7500 B.C.
____	Early Archaic	7500-6000 B.C.
____	Middle Archaic	6000-4000 B.C.
____	Late Archaic	4000-2000 B.C.
____	Early Woodland	2000-500 B.C.
____	Middle Woodland	500 B.C. - A.D. 900
____	Late Woodland/Archaic	A.D. 900-1600
____	Contact and Settlement	A.D. 1570-1750
____	Rural Agrarian Intensification	A.D. 1680-1815
____	Agricultural-Industrial Transition	A.D. 1815-1870
____	Industrial/Urban Dominance	A.D. 1870-1930
____	Modern Period	A.D. 1930-Present
____	Unknown Period (___ prehistoric	___ historic)

III. Prehistoric Period Themes:

____	Subsistence
____	Settlement
____	Political
____	Demographic
____	Religion
____	Technology
____	Environmental Adaption

IV. Historic Period Themes:

____	Agriculture
X	Architecture, Landscape Architecture, and Community Planning
____	Economic (Commercial and Industrial)
____	Government/Law
____	Military
____	Religion
____	Social/Educational/Cultural
____	Transportation

V. Resource Type:

Category: Structure

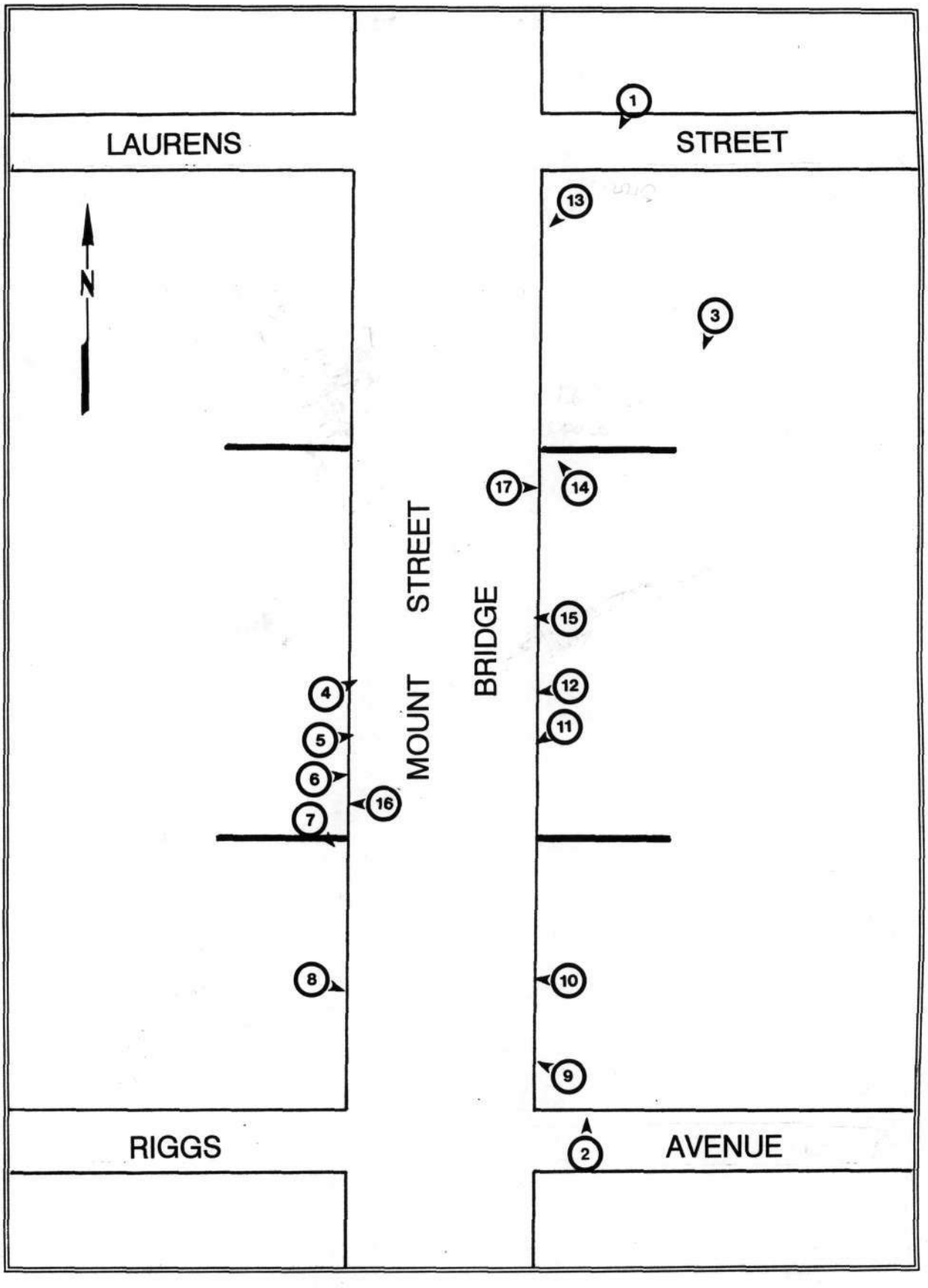
Historic Environment: Urban

Historic Function(s) and Use(s): Transportation-vehicular

Known Design Source: Pennsylvania Railroad, Baltimore Division, Engineering Dept

P.A.C. Spero & Company
July 12, 1996
Mount Street Bridge

B-4577



B-4577

Plate 1: View toward bridge from Laurens Street, looking south

Plate 2: View toward bridge from Riggs Street, looking north

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Plate 3: View toward bridge, looking south near Laurens St. intersection

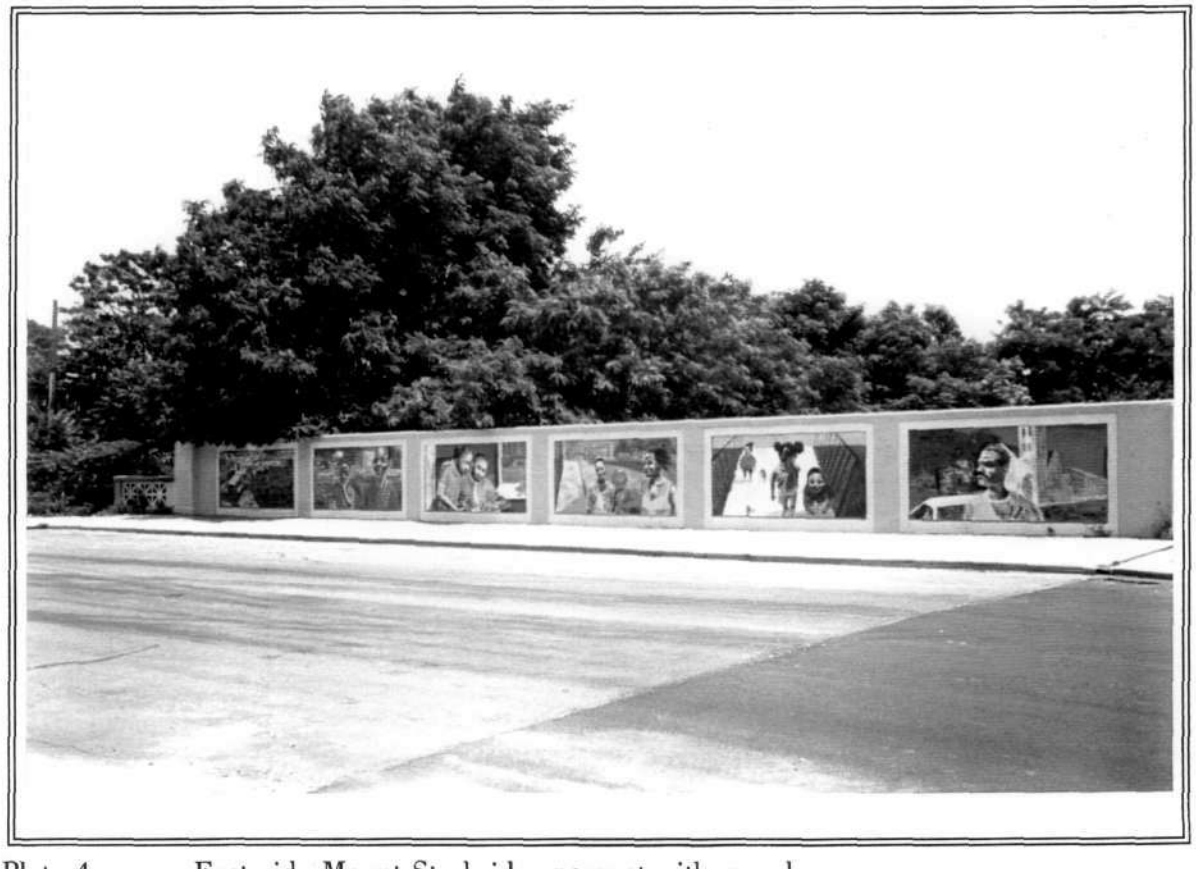

Plate 4: East side Mount St., bridge parapet with mural

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Plate 5: East side Mount St., bridge parapet, last panel mural and original open concrete parapet

Plate 6: East side Mount St., original open concrete parapet, open space, beginning 3-story rowhouse block

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Plate 7: East side Mount St., 3-story rowhouses, streetscape

Plate 8: East side Mount St., 3-story rowhouses, detail

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Plate 9: West Side Mount St., toward Community Center (former Carver High School)

Plate 10: West side Mount St., Community Center

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Plate 11: West side Mount St., Community Center and original portion open concrete parapet

Plate 12: West side Mount St., and original portion open concrete parapet, detail

B-4577

Plate 13: West side Mount St., from Laurens St. showing Community Center (distance), bridge parapet and funeral home

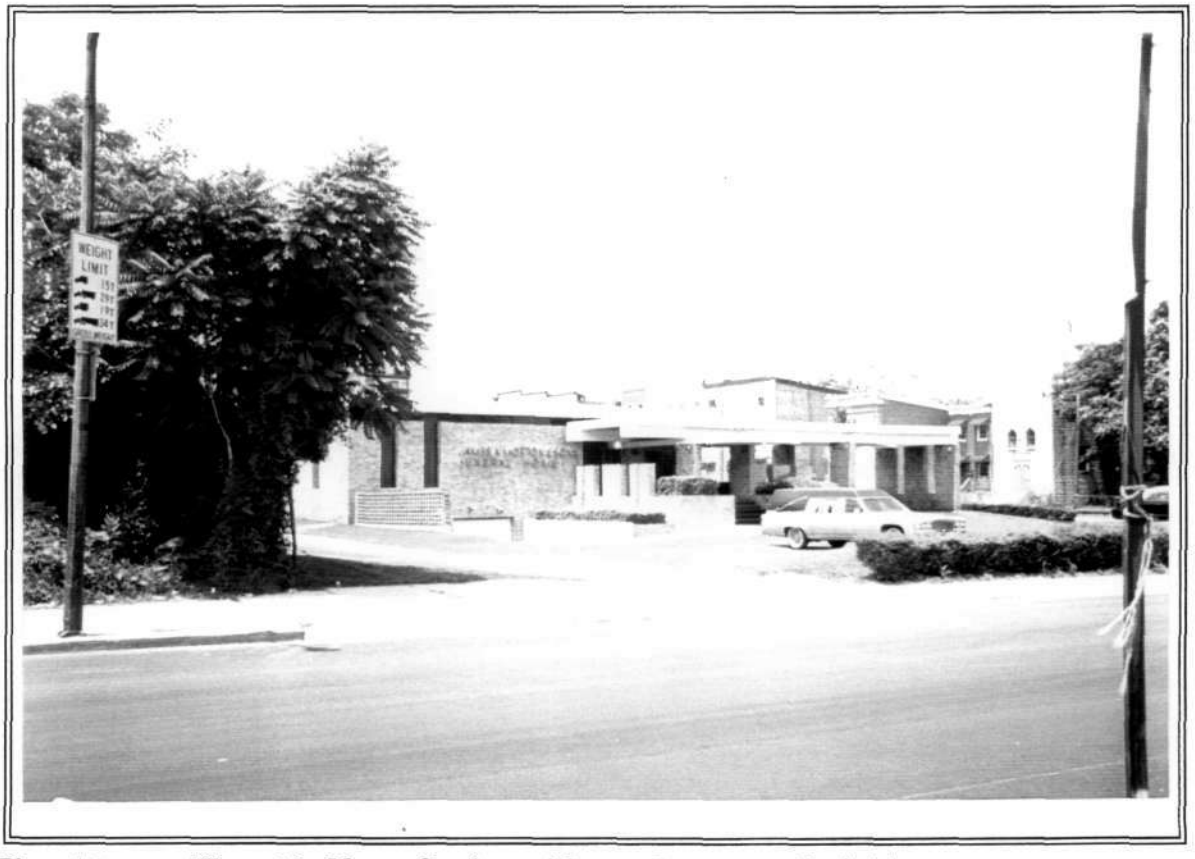
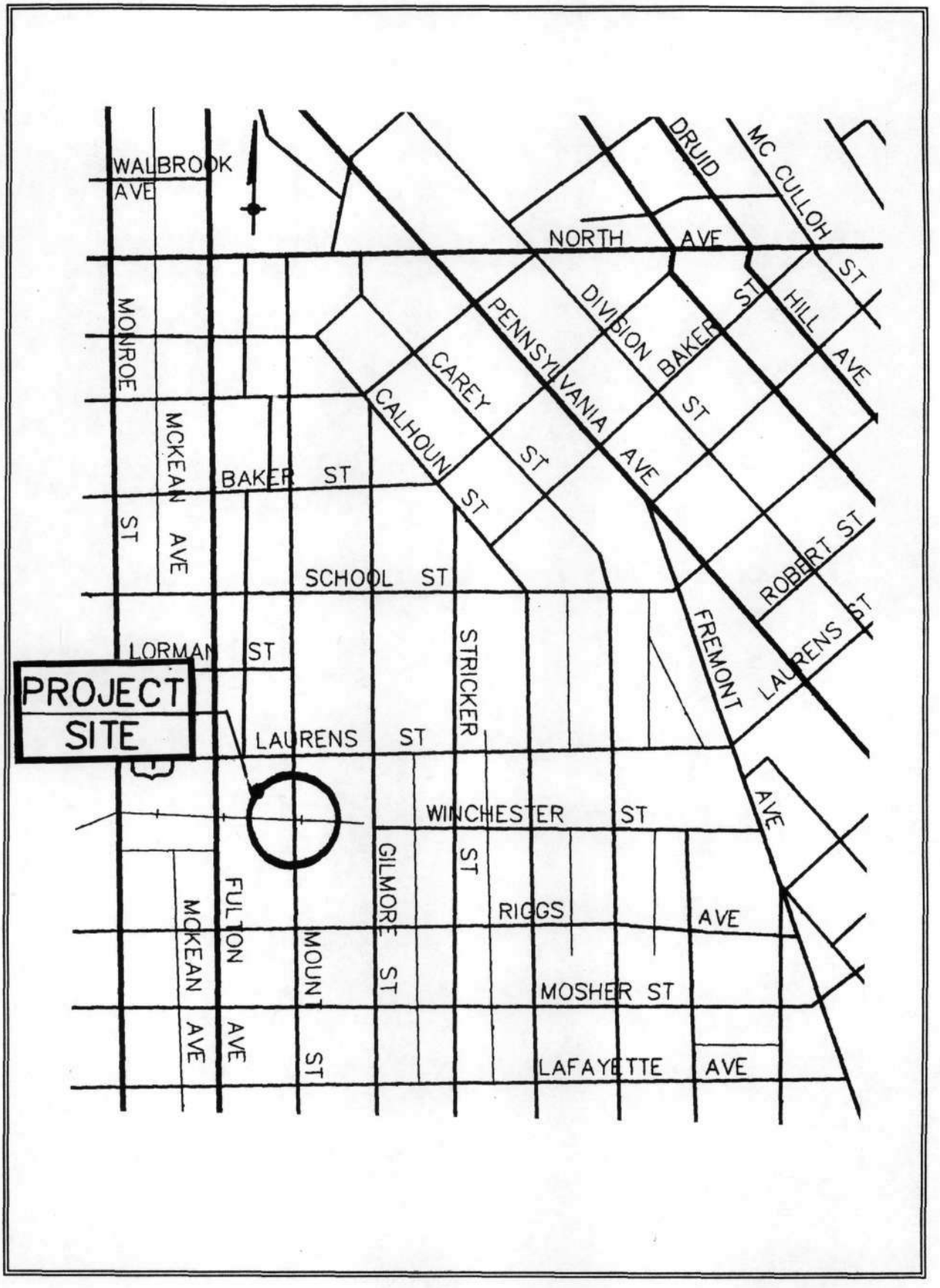


Plate 14: West side Mount St., funeral home, from east side bridge parapet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NORTH AVE
DRUID
MC CULLOH ST
HILL AVE
DIVISION ST
BAKER ST
PENNSYLVANIA AVE
CAREY ST
CALHOUN ST
MONROE ST
MCKEAN AVE
BAKER ST
SCHOOL ST
ROBERT ST
LAURENS ST
FREMONT AVE
STRICKER ST
LORMAN ST
PROJECT SITE
LAURENS ST
WINCHESTER ST
GILMORE ST
RIGGS AVE
FULTON AVE
MOUNT ST
MOSHER ST
LAFAYETTE AVE

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Plate 15: West side, bridge parapet, showing murals

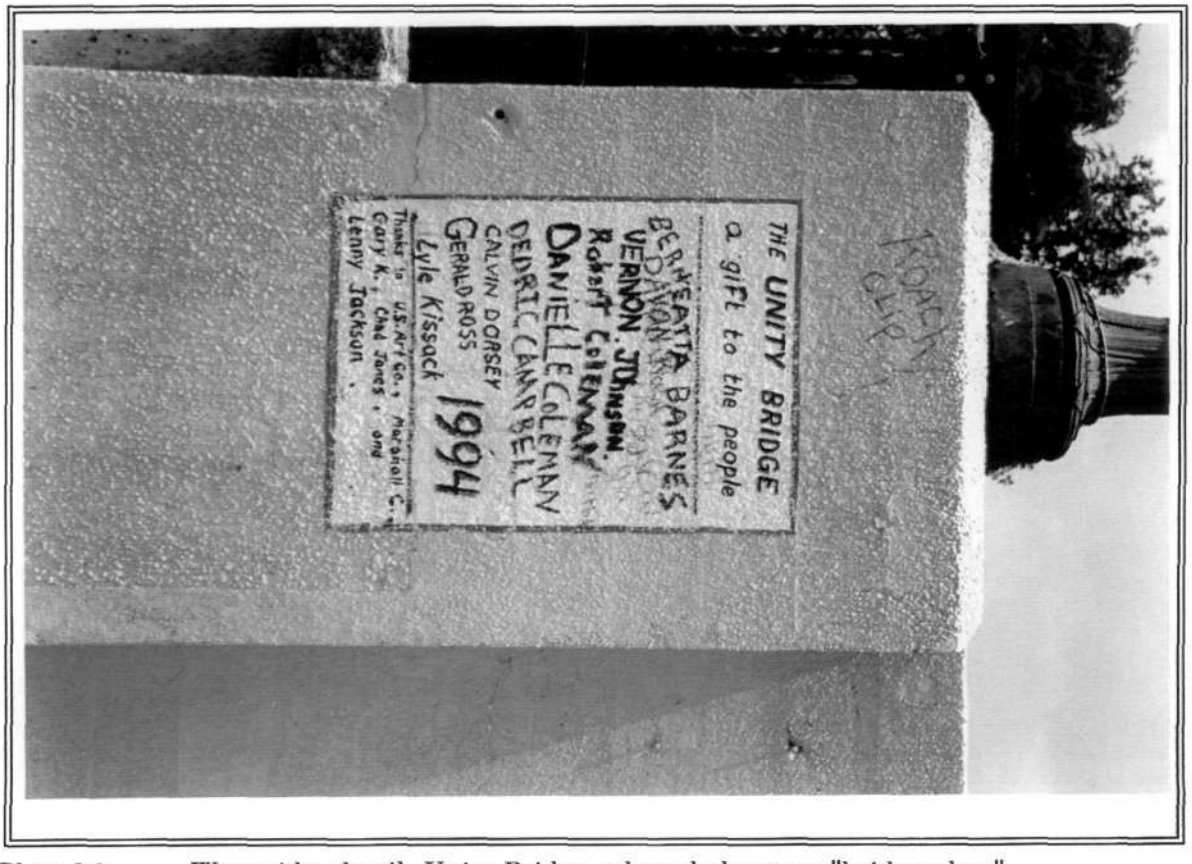

Plate 16: West side, detail, Unity Bridge acknowledgement "bridge plate"

B-4577

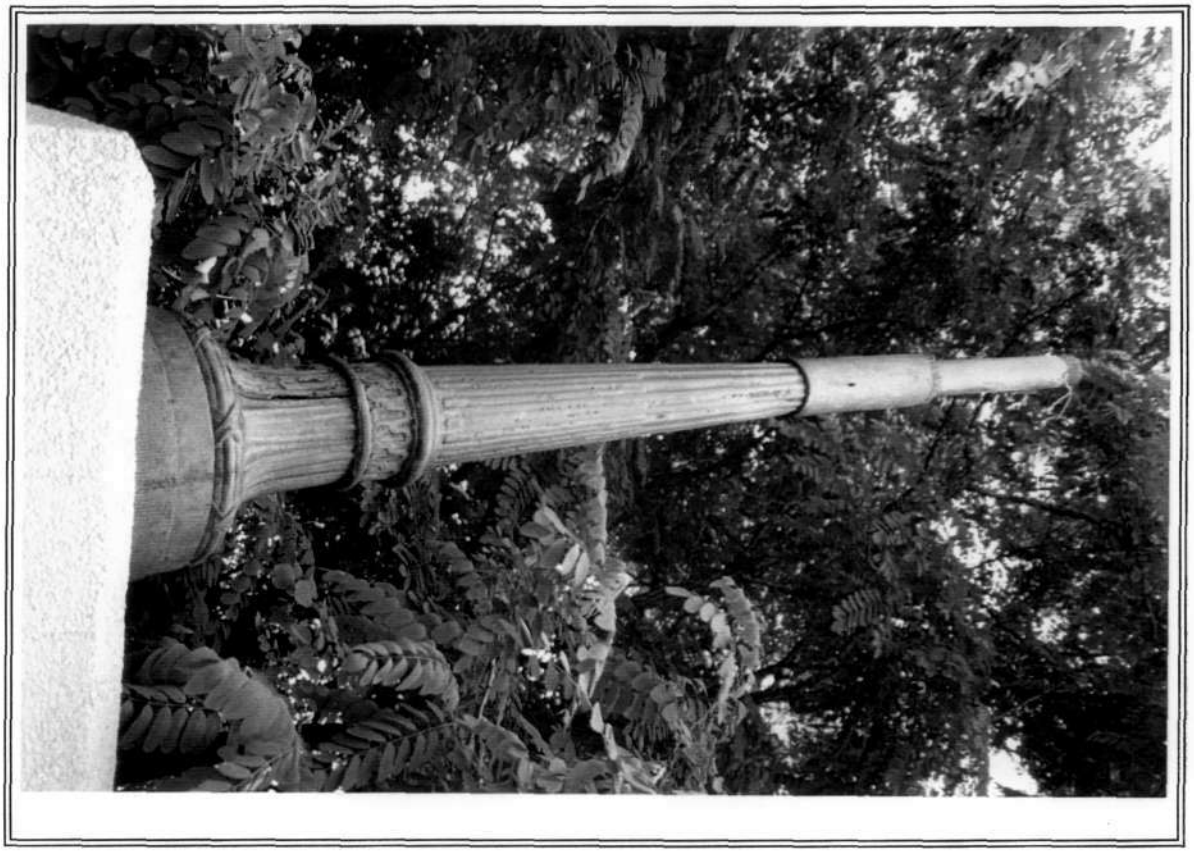

Plate 17: East side, detail original light standard

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Plate 1: View toward east side of bridge, showing structures at north end

Plate 2: View toward east side of bridge, showing details of structures at north end

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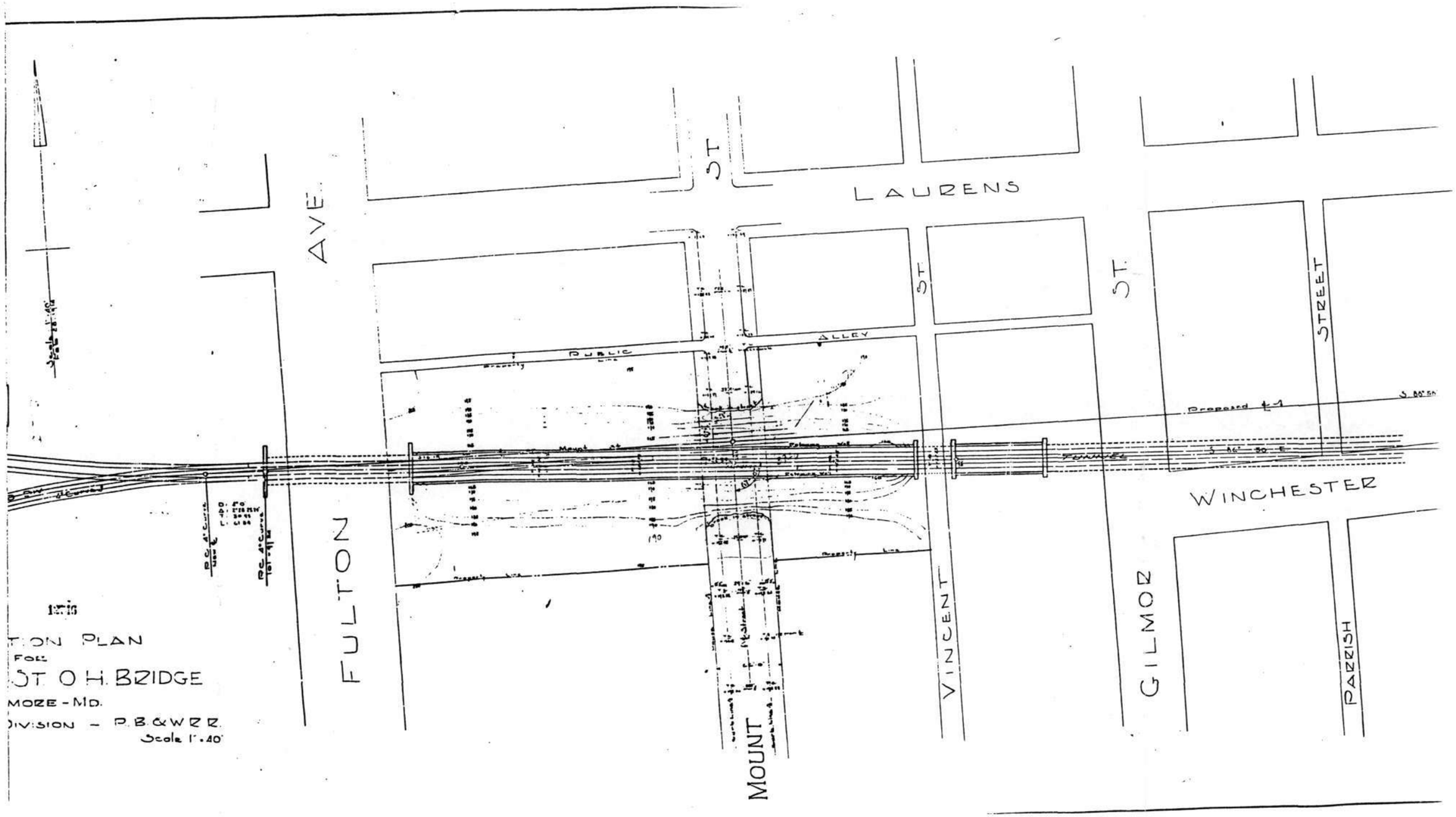
Plate 3: View toward west side of bridge, showing structures at north end

Plate 4: View toward east side of bridge, looking toward north end

B-4577



Mount Street Bridge over AMTRAK
Baltimore City, Maryland

P.A.C. Spero & Company
December 1996

Figure 2: 1914-1915 Bridge Plans

Source: The Pennsylvania Railroad,
Baltimore Division, Engineering Department
Philadelphia, PA
March 1914

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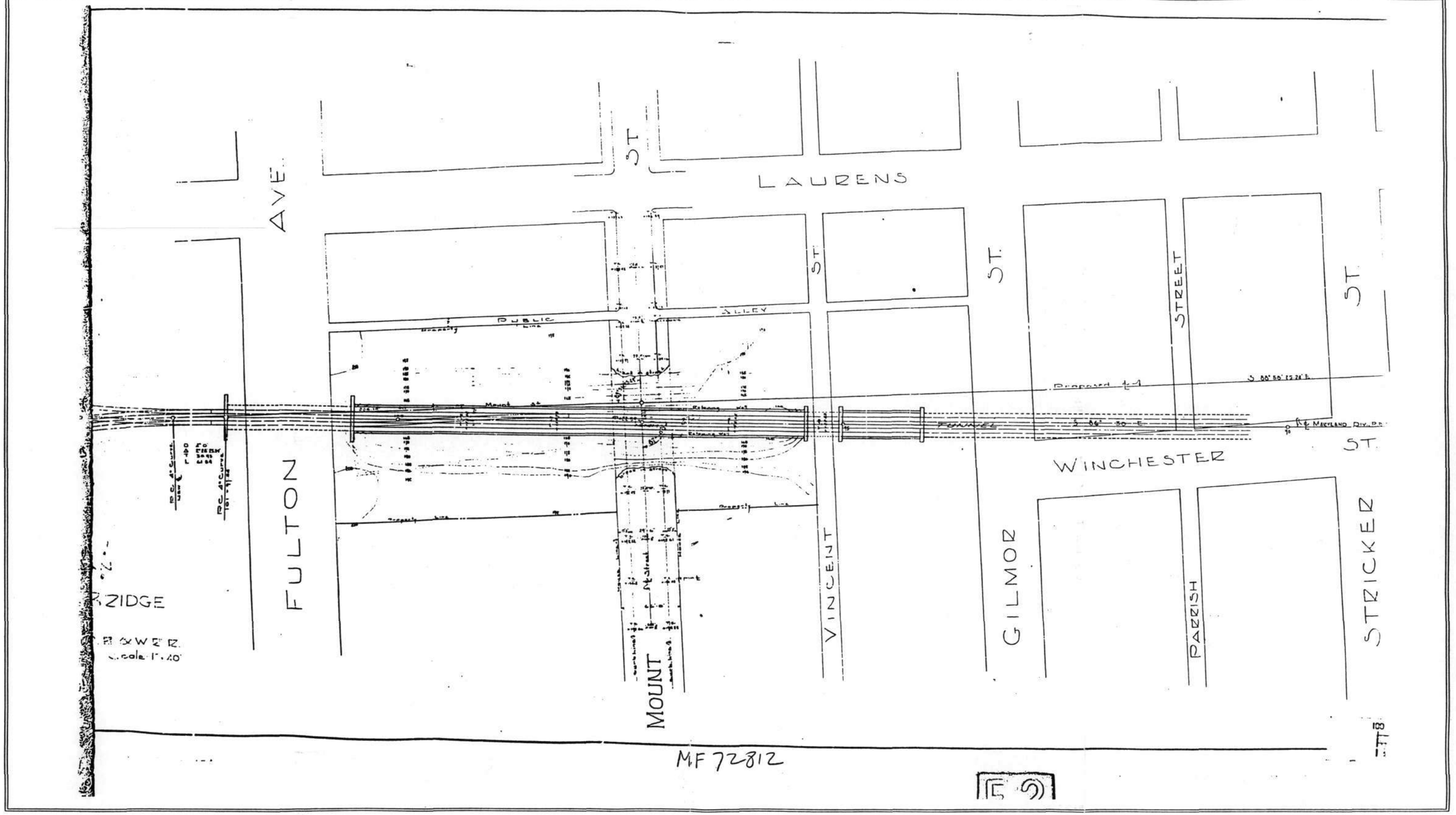

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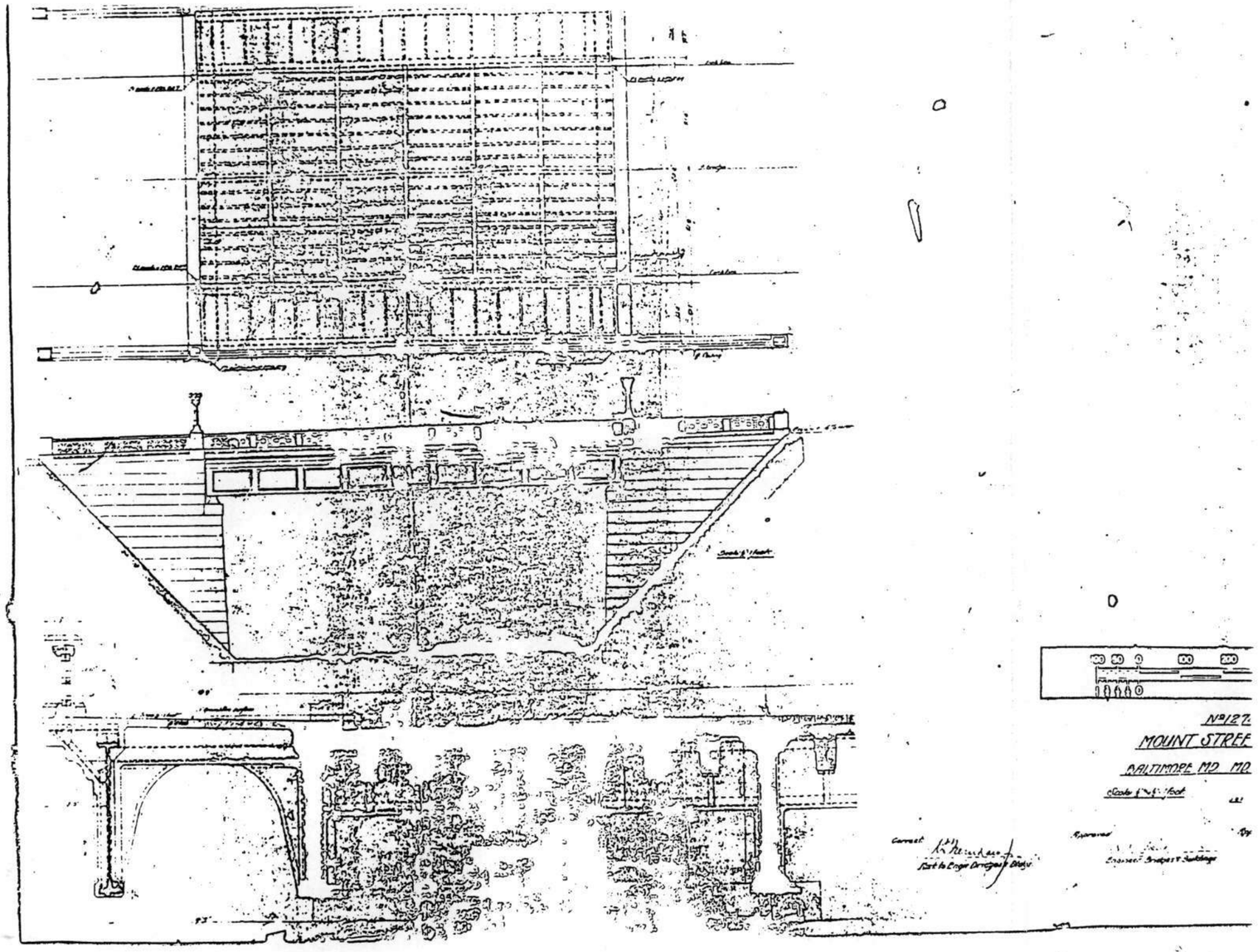

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N°127
MOUNT STREET
BALTIMORE MD MD

Mount Street Bridge over AMTRAK
Baltimore City, Maryland

P.A.C. Spero & Company
December 1996

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Philadelphia, PA
March 1914

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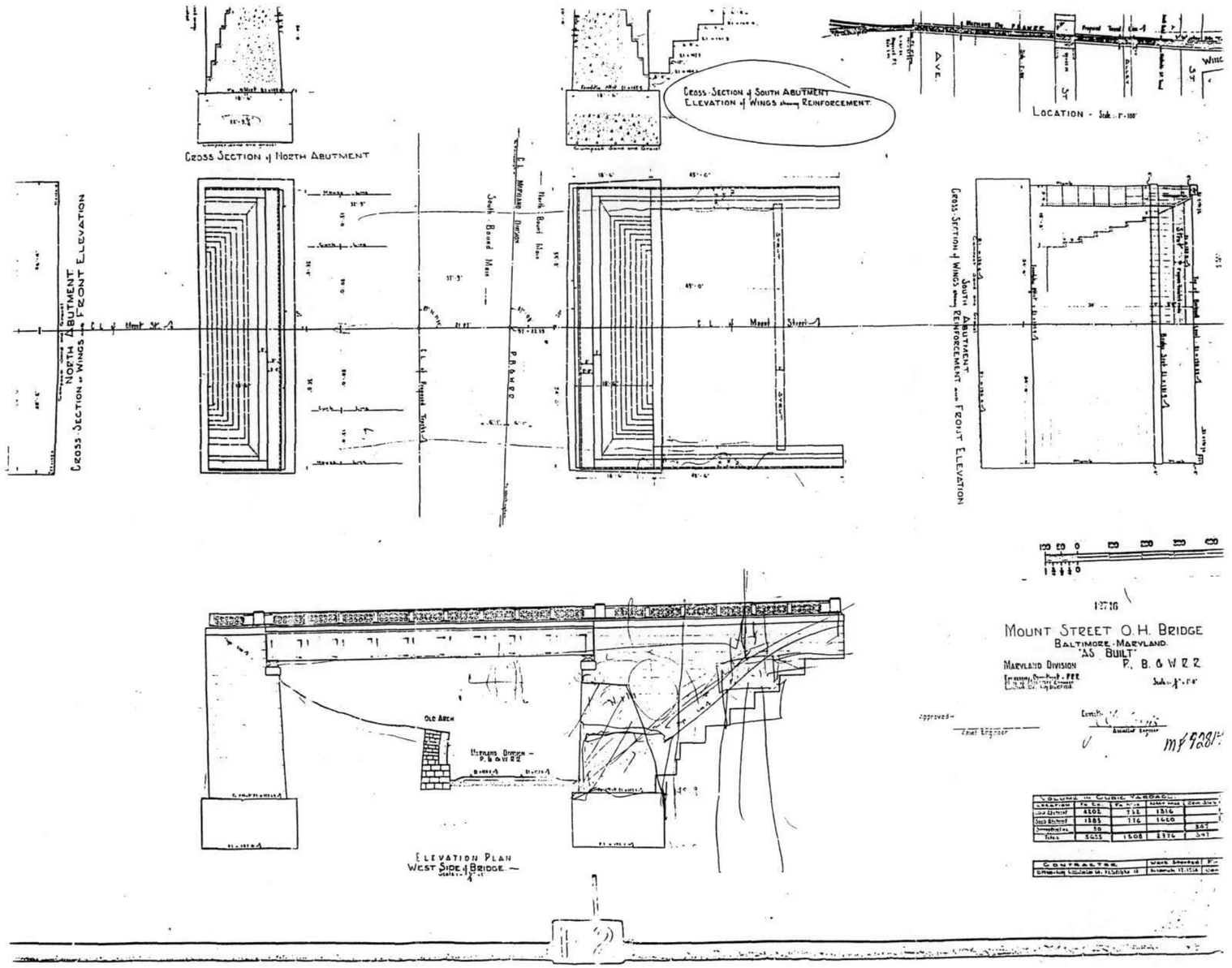

Mount Street Bridge over AMTRAK
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P.A.C. Spero & Company
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Source: The Pennsylvania Railroad,
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Philadelphia, PA
March 1914

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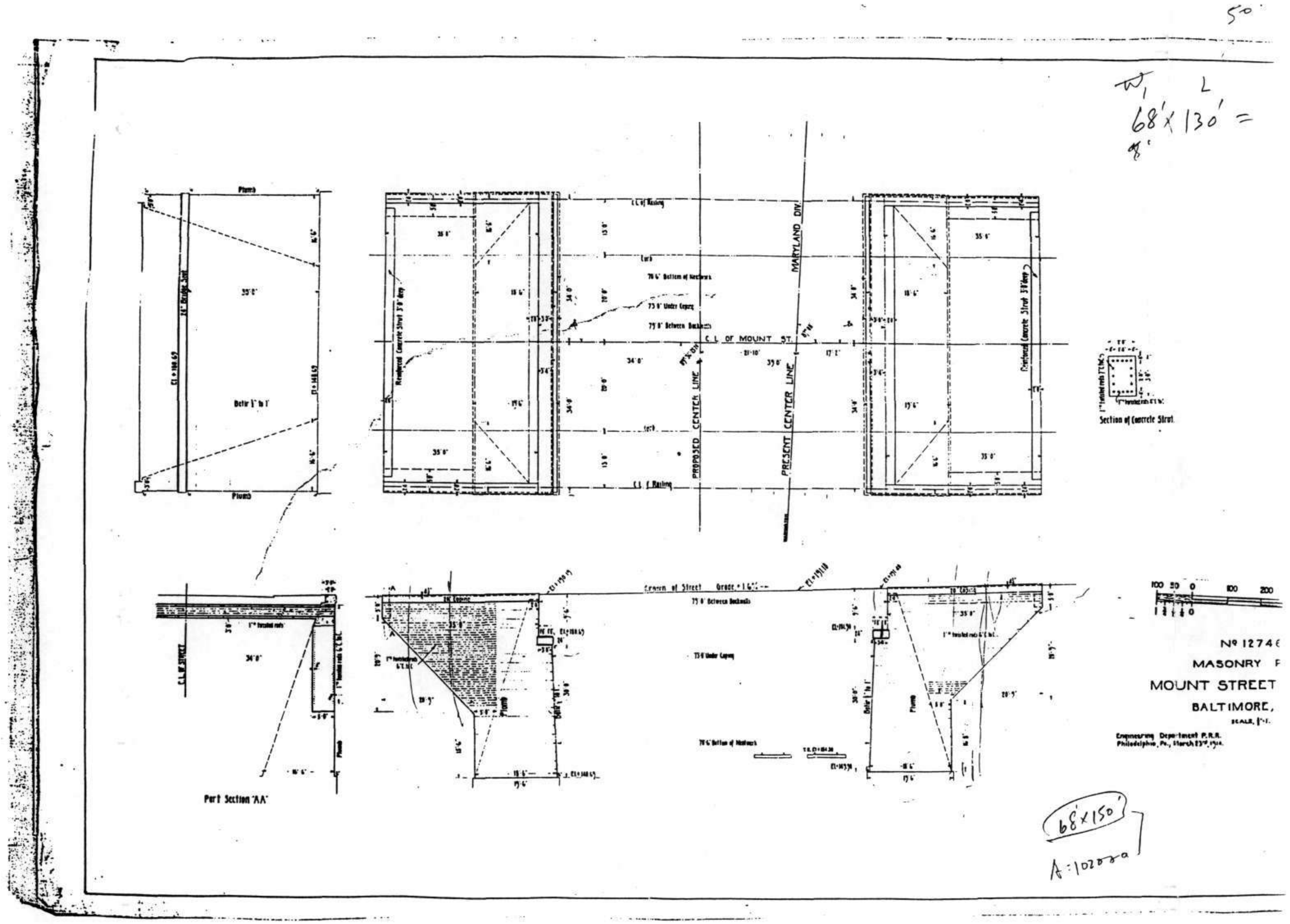

Mount Street Bridge over AMTRAK
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Philadelphia, PA
March 1914

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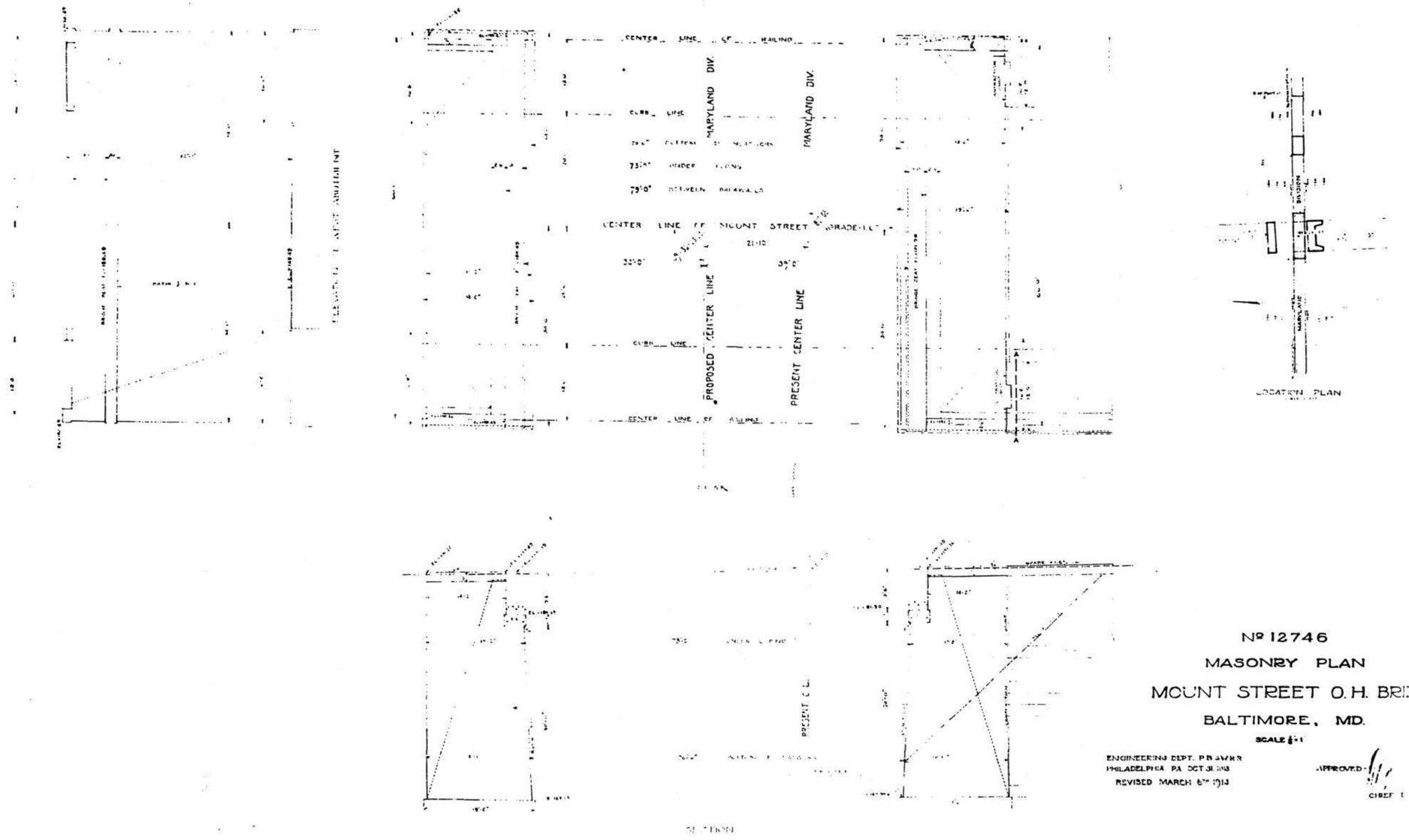

Nº 12746

MASONRY PLAN

MOUNT STREET O.H. BRI.

BALTIMORE, MD.

SCALE 1"=1'

ENGINEERING DEPT. P.R.R.SYS.R.
PHILADELPHIA PA OCT.31.1913
REVISED MARCH 6TH 1914

APPROVED-

CHIEF E.

Mount Street Bridge over AMTRAK
Baltimore City, Maryland

P.A.C. Spero & Company
December 1996

Figure 2: 1914-1915 Bridge Plans

Source: The Pennsylvania Railroad,
Baltimore Division, Engineering Department
Philadelphia, PA
March 1914

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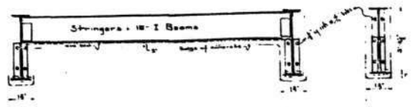
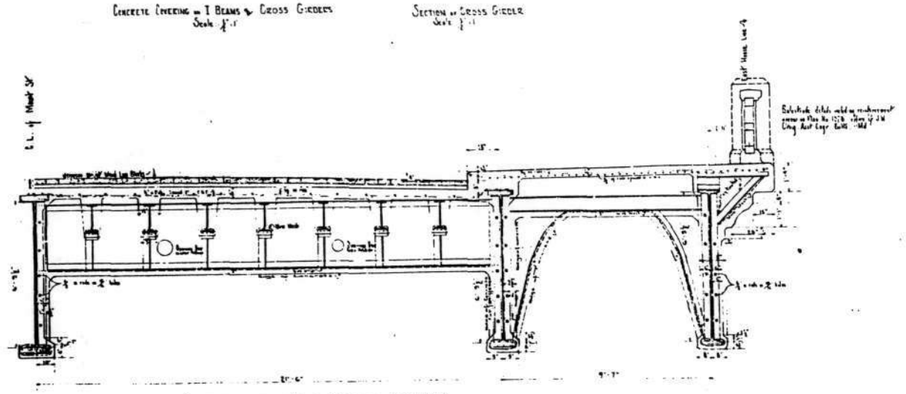
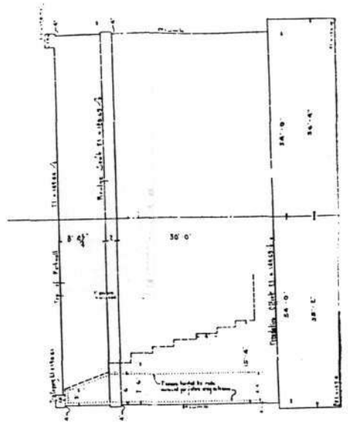


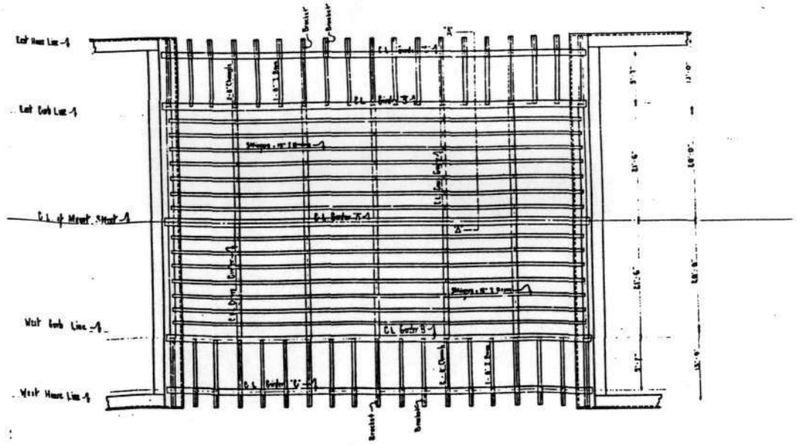
Concrete Covering on T Beams & Cross Girders
Scale 1/4"=1'

Section of Cross Girder
Scale 1/4"=1'

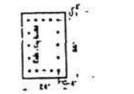


Concrete — ▭ — Cross Section on Line 'A-A'
Scale 1/4"=1'





Floor System
Scale 1/4"=1'



Cross Section of Strut
South Abutment Wings
Scale 1/4"=1'

MF 72814

Mount Street Bridge over AMTRAK
Baltimore City, Maryland

P.A.C. Spero & Company
December 1996

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Baltimore Division, Engineering Department
Philadelphia, PA
March 1914

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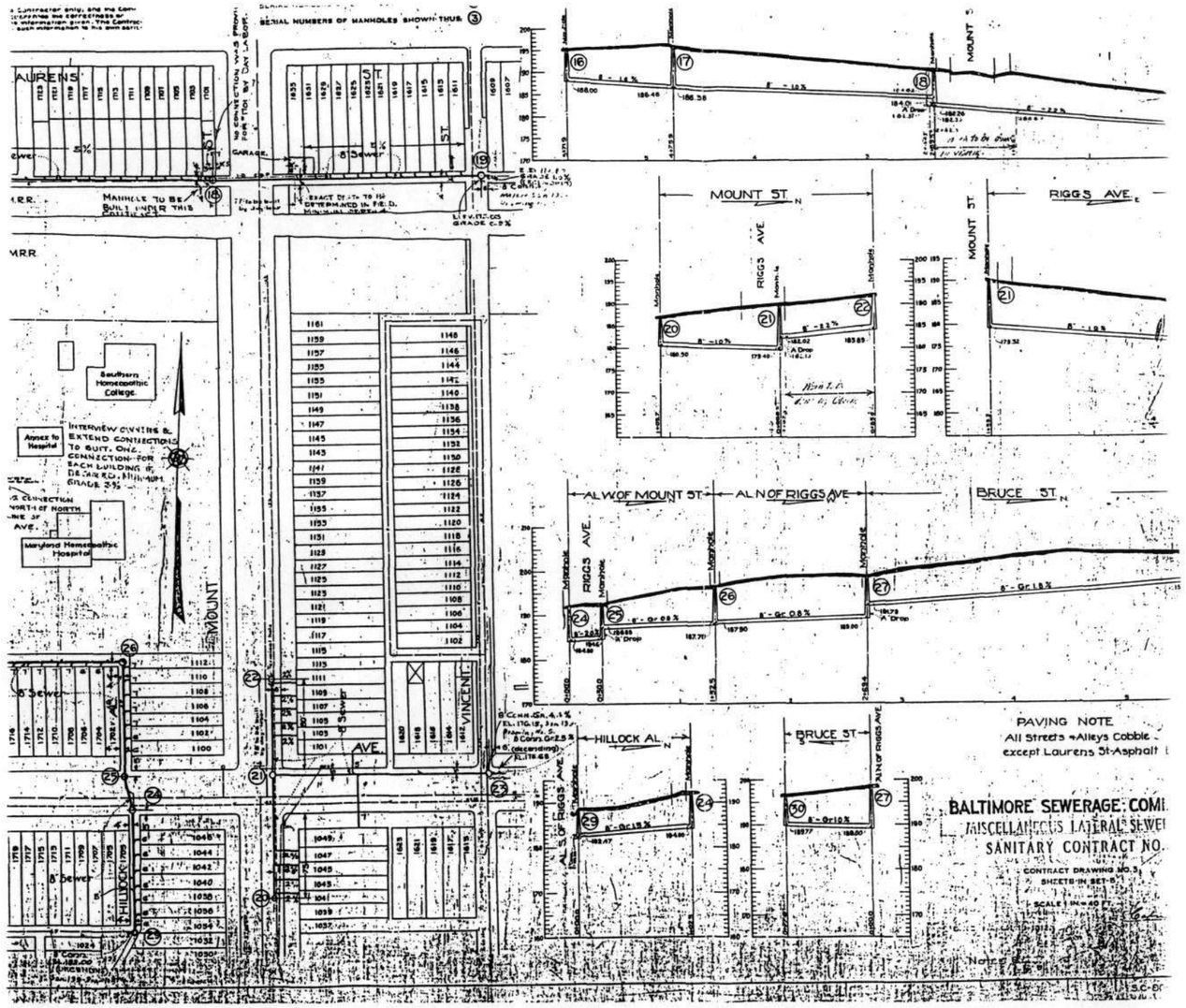

Mount Street Bridge over AMTRAK
Baltimore City, Maryland

P.A.C. Spero & Company
December 1996

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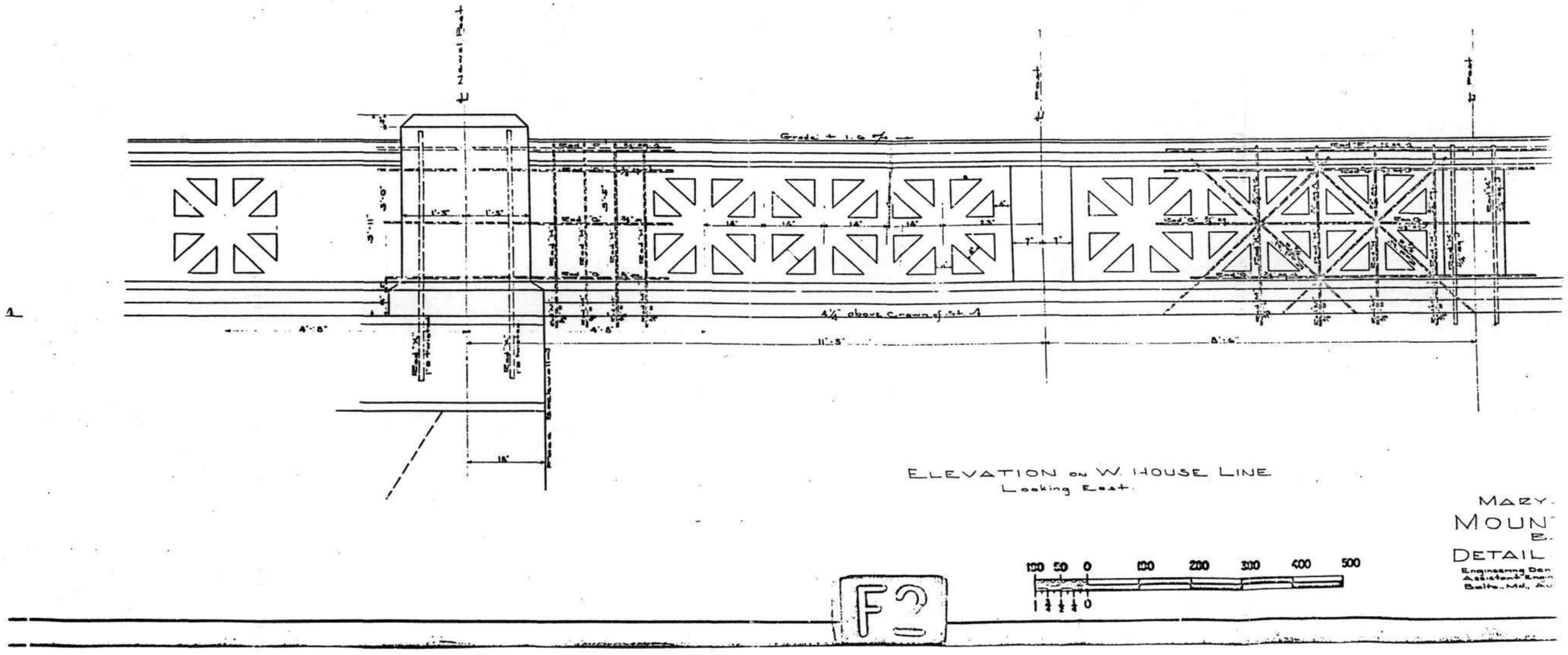

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Baltimore City, Maryland

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December 1996

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Source: The Pennsylvania Railroad,
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Sheet 9 of 9

Mount Street Bridge over AMTRAK

Baltimore City, Maryland

P.A.C. Spero & Company
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Figure 1: Project Location and Historic Resources

U.S.G.S. Quadrangle Map
Baltimore West, Maryland

1" = 24,000

B-4577
Mount Street Bridge
Mount Street
Baltimore City
Baltimore West Quad.